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Hongkong, 10th June 1903. [a1082]

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[a1362]

INTIMATION



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[3]

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
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[Editor's]
P.O. Box, 33. Telephone No. 12.

BIRTH.

On the 2nd June, at 2, Wayside Road, Shanghai, the wife of RUTHVEN MACFARLANE, of a daughter.

DEATHS.

On the 1st June, at 15, Wootton Road, Shanghai, HELEN MORRIS, the beloved wife of GEORGE MORRIS, aged 24 years.

On the 2nd June, at the General Hospital, Shanghai, MARY, the beloved wife of G. W. HENNETT, of the Wootton Hotel.

On the 2nd June, at 99, Bubbled Well Road, Shanghai, Captain JOHN FARROW, late Imperial Maritime Customs.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, E.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th JUNE, 1904.

There seems now no longer any doubt that General KUROPATKIN is marching to the relief of Port Arthur. It would appear that he is confronted with a most difficult, not to say a most perilous task, for "Russia's bulwark in the Far East" seems now to be closely invested by the Japanese, and the Russian garrison driven in upon its works and shut up. This being the case, military experts agree that it will require but a relatively small part of the Second Army to maintain the siege, leaving a good part of this Army for operations elsewhere. It is impossible to judge precisely of the value of the statements emanating from St. Petersburg, but we can hardly credit the suggestion contained in a REUTER'S telegram which we publish to-day that the announcement of a southward movement to relieve Port Arthur is intended to conceal a general retreat northward which a strong rearguard is demonstratively covering. We have to bear in mind the fact that the capture by the Japanese of this Eastern Sevastopol, which appears to be garrisoned according to the generally accepted estimate, by about 25,000 men, including the sailors, would be a tremendous blow to Russian military prestige, and the feeling in St. Petersburg that Port Arthur must be relieved at all costs can be fully understood.

The scepticism with which the announcement of a southward movement has been received is no doubt attributable to the information which has these last two months been emanating from St. Petersburg attributing to General KUROPATKIN a plan of campaign entirely different from that which he has been obliged to accept. In the very latest home papers to hand we note the statement that the Commander-in-Chief had advised his Sovereign in the sense of abandoning the whole of Manchuria and concentrating his entire army of 200,000 men in the Trans-Baikal district. It would appear from these reports that General KUROPATKIN considers that he has much too small an army for the task he is required to perform, and that he recognised when he came to take up the command the impossibility of transporting and feeding a very much larger one. No doubt time has improved the possibilities in this respect, and the number of troops he controls will surely if slowly be considerably increased. The question of the moment is: Will the Japanese force investing Port Arthur quietly remain inactive as though the intention were to bring about the fall of Port Arthur by famine, or will they speedily follow the simple investment, siege, or bombardment, by a determined assault?

Statements of a most contradictory nature have been published as to the supplies at Port Arthur. On the one hand we are told that there are scarcely three months' provisions and not more than six weeks' coal supplies, while on the other we get the assurance that Port Arthur is sufficiently provisioned to enable the garrison to hold out for twelve months. If there is such a large stock of provisions in the town the authorities seem to have well concealed the fact from the knowledge of the residents who fled before the investment began. It will be remembered that after the first bombardment, reports came from Port Arthur that prices of the ordinary necessities of life advanced enormously, but between that date and the investment there was ample time to provision Port Arthur for a prolonged siege, and also to complete or strengthen the land forts, many of which at the outbreak of the war were said to be unfinished and unarmed. It seems to be generally expected in the North that the Japanese will attempt the capture of the fortress by assault, and among the Chinese at Chefoo the fall of Port Arthur is regarded as a question of a few days. The weakness of Port Arthur is declared to be that its land defences are scattered. It is suggested that the Japanese could silence some one of the outer forts by concentrating a crushing fire upon it, and once silenced it could be stormed and used to mount guns for the reduction of its nearest neighbours, thus opening a way through the ring of forts. After what we have learnt of the bravery and tenacity of the Japanese troops at Chuliencheng, at Kinchow and Nanshan, an attempt to capture Port Arthur by assault is, we should say, extremely likely.

Three fatal cases of plague were notified yesterday, the victims being Chinese.

Three Chinamen are to be tried at the next Singapore Assizes for making counterfeit coin.

The Fanny Stanley Opera Company open their season to-night at the Theatre Royal with *Dorothy*.

Shanghai residents have organised a treat for the men of the British fleet which is now at Wootton.

Mr. S. L. Thornton arrived at Singapore a few days ago and took the place on the Bench of Mr. Justice Hyndman Jones.

During the absence of Sir John Keane from Colombo Lord R. F. Herschell is to act as Private Secretary to His Excellency Sir Henry Blake.

The dysentery bacillus is reported in Ceylon papers to have been discovered by Dr. Aldo Castellani, in charge of the Bacteriological Institute there.

An Imperial Decree orders a sum of Tls 100,000 to be set aside from the Treasury of the Imperial Household towards the cost of organising a branch of the Red Cross Society in China.

Captain John Farrow died at Shanghai last week. He was known and very much liked over almost all the coast of China, says a Northern contemporary. He was best known in Amoy, where the news of his death will be received with very sincere regret.

Mr. H. C. Nicolle, who went from here to Colombo a few months ago to arrange a new system of accounts at the Government Treasury, is the Ceylon Observer says, to return to Hongkong in August. This disposes of the story that Mr. Nicolle is to be appointed Treasurer of Ceylon, a story which has excited no little feeling among the Treasury officials and others in Ceylon.

Kwei-in, an Assistant Imperial Resident in Tibet, has been retired "on account of continuous illness." Recently it was reported that he was raising 1000 Szechuanese as an escort to Tibet.

We have received from the office of the *Indian Textile Journal*, Bombay, a copy of "The Indian Textile Journal Diary and Reference Book for 1904," which forms a valuable *pocket-book* size, for those engaged in the business.

The Shanghai Electric & Asbestos Co., Ltd. held their first annual meeting a few days ago. The company paid a dividend of eight per cent., the profits during the year being roughly 14 per cent. of the capital. Tls. 2,000 were carried forward.

It will interest those members of the Corporation Contingent who were in England in 1902, to know that Miss Violet Brooke-Hunt, the lady who paid a good deal of attention to them during their stay there, has issued, in conjunction with the Countess of Malmesbury, through Mr. John Murray, a book entitled "Golden String."

Sir Henry Blake, who recently met with an accident which confined him to his bed, is reported in the latest Ceylon papers to hand to be a great deal better and able to move about a little, though reclining on the sofa a large part of the day. His Excellency was staying at Nuwara Eliya, and expected to be able to leave with Lady Blake for another part of the island about June 6th.

"Colonists," writing in the *Fortnightly Review*, claiming to record the views of responsible Russian statesmen, states that during the Boer war Russia offered to the Marquis Ito if allowed a free hand in Manchuria and Corea, to support Japanese expansion in the Malay archipelago and Oceania, especially against the Commonwealth, whose exclusion of the Japanese was intensely galling to Japan.

Port Arthur is the locality most prominent at present. Most people are probably unaware that both the Canadian Dominion and the Australian Commonwealth have places of the same name. It was from the little township of Port Arthur, on the western side of the great Canadian lakes, that Lord Wolseley started a generation ago to suppress the Red River rebel half-breeds. Port Arthur, in Tasmania, is one of the loveliest spots on earth, but for many years it was degraded into a convict inferno.

China, Weibsen and Choussan are to be opened to foreign trade. H.E. Yuan Shih-kai and the Governor of Shantung jointly memorialised the Throne, pointing out that in consequence of the completion of the Kinchow-Chinan railway, and the approaching construction of the Tientsin-Chinkiang line by England and Germany jointly, the trade at the above-mentioned centres has greatly increased, and it is believed that a still greater increase will result when these places are opened to international commerce. "Let action be taken at once" is the Imperial order.

Owing to the completion of the China-Chuan-chuan railway, which is about 800 km length, the Chief Engineer has made a representation to the Governor of Shantung, asking permission to construct a branch line from Tung-kuan to Hsiao-ching-ho, about 3 km distant. The Director of the Bureau of Commercial Affairs at Chinan has been instructed to devise means to procure funds for this line, which will be under Chinese control, though the material will be purchased from Germany in accordance with a clause inserted in the agreement between the Chinese Government and the German Railway Company some time ago.

So far as we can gather from native statements, says the *Peking and Tientsin Times*, there must be about eight million taels at least in Peking now, all collected on behalf of military expansion in the name of the new Military Reform Board, or Lien Ping Chu, and all this money has been collected from the various provinces within the past few months. We are told that during the present month no less than 15 million taels has been forwarded to Peking from Chihli Province, of which Tls. 500,000 represents customs collection. The figures are large, but China is a big country, and when once the Government begins to put the screw on the various provinces the results are surprising. In continuation of the above information, we are told the Government is still dispatching urgent telegrams to all the provinces to send up more, and yet more money.

Messrs. Baudin & Co., of Newchwang, in a market report dated May 25th which came to hand yesterday state—Pilots are made compulsory and is increased to six taels per foot, and all night work is prohibited. On the other hand the Russians have permitted the use, while vessels are entering or leaving the river, of two removable marks to lessen the difficulties of navigation. Great quantities of boats have come down river during the last six weeks, but unsold stocks are now reduced to about 13,000 piculs in harbour, and 30,000 piculs on route. Prices are high. The next big fleet of boats may be expected to arrive about 20th June, until which date there is unlikely to be any fall in prices. About a month ago high rates would have been gladly paid for southern ports, but tonnage was unobtainable—now freights have declined in sympathy with southern markets. The Norwegian str. *Standard* was settled at 50 cents to Shanghai on 26,000 piculs, and the British str. *Dorsetdale* at 60 cents to Swatow on 40,000 piculs. Arrivals to date are 52, against 253 in 1903. Vessels in Port—*Pechili, Wosang, Waishing, Kashing, Kalgan, Dorsetdale, Bawton, Pronto*. Vessels Expected, —*Carl, Menzell, Newchwang, Victoria, Chefoo, Empson*.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT]

THE TIBET MISSION.

ANOTHER BATTLE.

LONDON, 8th June.

Kangma was attacked on Tuesday, the Tibetans being repulsed with a loss of 116 killed. On the British side one Gurkha was killed. The British force now numbers 5,000 besides carriers.

[REUTER'S SERVICE.]

REPORTED CESSION OF THE PHILIPPINES TO JAPAN.

LONDON, 8th June.

The report current in St. Petersburg pointing to the eventual cession of the Philippines to Japan is emphatically contradicted in Washington.

KING EDWARDS VISIT TO KIEL.

LONDON, 8th June.

In view of the efforts of the German Press to represent the King's visit to Kiel as a political move of Great Britain, as being anxious to secure the friendship of Germany on the Bismarckian principle of re-assurances; the *Times* emphatically declares that the King's visit is dictated solely by considerations of international courtesy and family relationship, and that there is no political motive. It is believed that the *Times* in this declaration reflects the official view of the visit.

[N.C. DAILY NEWS SERVICE.]

DISAPPEARANCE OF MR. SOPER.

WEIHAIWEI, 1st June.

Mr. Soper, the English engineer in Russian employ, left Dally in his own yacht with two Russians. The latter have arrived here and report that Mr. Soper was drowned on the voyage. Foal play is suspected.

WATER POLO.

ROYAL ARTILLERY V. V.R.C.

The above was played at the V.R.C. pond yesterday afternoon, Longman being captain of the Royal Artillery team and R. Wicheil captaining Victoria Recreation Club. Mr. T. Meek was referee. The sides, V.R.C. on top, were as follows:—

E. Humphreys, A. S. Alves, J. Alves, R. Wicheil, N. H. Alves, J. Wicheil, H. Gidley, Longman, Penny, Sewell, Mooney, Ramsey, Fisher, Powell.

At the first throw in R. Wicheil secured the ball after a hard swim for it, passing to N. H. Alves in the right wing; a shot by the latter was stopped by Powell, the R.A. goal. J. Alves then passed to J. Wicheil, who shot a remarkably good goal with a back-hand swing. After the throw-in play was again kept on the soldiers' side, R. Wicheil shooting No. 2 goal with a long centre shot, off a pass from N. H. Alves. For the third time the club outswam their opponents, the ball again being passed to N. H. Alves in the wing, and Alves, as before, returned it to J. Wicheil now advanced to a forward position. Wicheil with a back-hand drove it home with great force. A. E. Alves and Longman had a bit of a scrap in the wing, the latter feinting by taking the leather beneath water. Alves had a free throw, but the visitors secured possession. Sewell finished the advance with a goal, the first for the R.A. J. Wicheil shot, the ball being well fielded; he pressed again, however, and scored. Fisher was the next to shoot; he sent the ball a little wide. The R.A. goal did good work, stopping shots by N. H. Alves and J. Wicheil.

Half-time—V.R.C. 4; R.A. 1.

Resuming play after a short spell, the Club secured the ball. N. H. Alves passed to A. Alves, who passed to J. Alves; and the latter shot an easy goal. The Club then went in more for passing to each other than adding points; they simply swam around their opponents, dodging prettily and causing considerable amusement. Powell gave the V.R.C. a free throw, by sending the ball more than half the distance. The Artillery were not in the least dispirited; on the contrary improved with time, giving Humphreys quite a lot of work. The latter stopped well. Gidley, also, played well. A. Alves passed to R. Wicheil, the latter making a foul by using two hands. J. Wicheil shot into net, but just about that time Powell caught a cramp and climbed on to the top of his citadel; so the goal was not counted. The sight really was very funny and caused considerable merriment. W. T. Andrews went into goal for the soldiers, Powell making his way into a dinghy. Another R.A. man who had been hanging on to the bars for some time also got out of the water with cramp. To equalise things somewhat J. Wicheil retired. The announcement of "time" caused some of the players considerable relief. The Club gave three hearty cheers for the R.A., and the latter, some in the water and others aboard the dinghy, responded. Result—V.R.C. 5; R.A. 1.

Eight minutes each way was too much, as some of the men were not in form, but a difference is expected at the next contest.

THE WAR

[FROM OUR OWN CORRESPONDENT.]

THE RUSSIAN SOUTHWARD ADVANCE.

LONDON, June 7.

General Kuropatkin, Commander-in-Chief of the Russian army, has been instructed to proceed South quickly.

General Kuropatkin and his staff are reported to be between Haiching and Tachicho.

Admiral Dubasoff says that a determined sortie by the fleet at Port Arthur is probable.

KUROPATKIN AT LIAOYANG.

LONDON, 8th June.

General Kuropatkin, apparently, has returned to Liaoyang.

[In London telegrams dated the 2nd inst. it was announced that General Kuropatkin was ready to take the offensive on an important scale.—Ed.-D.P.]

[REUTER'S SERVICE.]

LONDON, 6th June.

All correspondents to St. Petersburg unite in affirming that General Kuropatkin has ordered a Southward movement to relieve Port Arthur.

Some critics suggest that this unanimity is intentional, and intended to conceal a general retreat Northward, which a strong rearguard is demonstratively covering.

THE SITUATION ON THE MANCHURIAN FRONTIER.

LONDON, 6th June.

The anxiety in St. Petersburg regarding the situation on the Manchurian frontier is increasing.

Owing to the restlessness of the Chinese troops it is feared that General Ma will lose control over the forces under his command.

[N.C. DAILY NEWS SERVICE.]

ANOTHER RECONNAISSANCE OF PORT ARTHUR.

TOKYO, 31st May.

Four gunboats, two destroyer flotillas, and two torpedo-boat flotillas made a reconnaissance in force of Port Arthur at one a.m. on the 30th (Monday), under the fire of the batteries.

A shell hit the third gunboat. One petty officer was killed, three men were wounded, and one gun was destroyed. There were no other losses.

GENERAL KUROKI'S PLANS.

LONDON, 1st June.

The belief is gaining ground at St. Petersburg that General Kuroki's movement towards Liaoyang is a mere feint to distract General Kuropatkin's attention from the peninsula, while the Japanese are landing at Takushan and elsewhere preparatory to attacking Port Arthur.

[FROM THE "SIN WAN PAO"]

DESTITUTE RUSSIAN TROOPS.

CHINCHOW, 1st June.

In Neu Chia Tun, east of Yinkow, there are at present 600 Russian infantry, with 16 guns, who, having their pay cut off, are in a miserable condition. They steal timber and coal, and sell them to the people living in the vicinity at a low price, in order to obtain provisions; one pair of leather boots was sold at thirty cents.

THE JAPANESE OCCUPATION OF DALNY.

CHEFOO, 31st May.

A number of mechanics of Chinziwo (Dalny) who left Kinchow Bay in native boats and arrived here to-day, report that two Russian torpedo-boats came to Dalny on the 26th ultimo, but it was not known where they went to or what they did. Heavy rain fell during that night. While it was raining Japanese troops landed at West Hill (Shoushishan) and began to fire on the enemy before daylight the next day. At this time the Russian authorities at Dalny received a telegram from Port Arthur instructing them to retreat to Port Arthur. Before leaving they destroyed the locomotives and exploded six magazines which they had previously placed about the railway station. The station buildings were said to have been destroyed and several Russians killed. The Russians then left for Port Arthur. On the 28th Japanese troops arrived and at different parts of the place were to be seen only Chinese and Japanese flags hoisted.

[RUSSIAN OFFICIAL DISPATCH.]

THE BATTLE OF KINCHOW.

MUKDEN, 1st June.

According to official information received, the Japanese directed, on the 25th May, three divisions with 120 guns against Kinchow. Four gunboats and six torpedo-boats supported the attacking troops by cannonading especially our artillery. The battle commenced at 5 a.m. The enemy did much damage to the larger part of our siege guns. The infantry of the enemy outflanked our left wing by walking through the sea as deep as the belt. In consequence of the enormous preponderance of the forces of the enemy, our troops began to retreat at 8 p.m. to Nanshanlin, after having blown up the siege guns that were not injured by the enemy. Our losses are killed and wounded 30 officers and 800 men; the losses of the enemy are said to be enormous.

A GENERAL ORDER TO THE PORT ARTHUR GARRISON.

After the battle of the Yalu, General Stosel, commanding the garrison at Port Arthur, issued the following order of the day:—"On April 30 and May 1 the enemy crossed the Yalu in great force, and our troops fell back on positions which had been previously selected. Yesterday the enemy effected an important landing on the Liaoting Peninsula, south of Pilszewo and in the vicinity of Kinchow Bay. Now our work is beginning. Naturally the enemy will destroy railway communication, and endeavour to drive our troops back to Port Arthur and besiege this fortress, Russia's bulwark in the Far East. Defend it until the arrival of the troops which are coming to relieve us. I consider it my duty to call upon you to display unceasing vigilance and caution, and you must be ready at all times to denounce yourselves towards your general with the dignity and order becomen the glorious troops of Russia. No matter what happens, you must not lose your heads, but remember that everything is possible in war, and that we shall be able, with the help of God, to cope with the arduous task imposed upon us."

MUNITIONS AND RAILWAY MATERIAL FOR VLADIVOSTOCK.

Attempts, says the shipping correspondent of the *Times*, are still being made, and will no doubt continue, to get munitions of war to the Russians in the Far East. Port Arthur being practically hopeless, the port of Vladivostok is now the goal of these shipments. Several coal steamers are on their way, and a large quantity of railway material is being shipped from the United States in a neutral steamer. The risks of capture on the hull of this vessel have been written at ten guineas per cent., but the cargo is, I understand, a most uninsured. This rate of ten guineas per cent. compares with rates of 5s. per cent. and even less accepted for the risks of capture of steamers carrying contraband cargoes to Japan. Various devices, which it is undesirable to describe, are being utilised to make the Russian shipments more safe than they would at first sight appear, and vessels clearing for Vladivostok are, of course, ostensibly sailing for neutral ports.

VIEWS OF ADMIRAL FREEMANTLE AND ADMIRAL BRIDGE.

Admiral Sir E. R. Fremantle, who was formerly in command of the China Squadron says in a contribution to the *London Daily Chronicle*—

The landing of the Japanese at Pilsaw, now officially reported, was what I always expected from the natural advantages its selection afforded. The Elliot and Blende group of islands give some protection to transports, and have good anchorages, which we may be quite sure are patrolled by the Japanese torpedo flotilla, while though from the shallow water the landing of stores is difficult, it is generally smooth water in the prevailing northerly winds, and landing is possible for many miles along the coast, so that any effective opposition was improbable. The bearing of the landing of an army at Pilsaw on the military situation I leave to your Military Correspondent; but I wish to remark on the remarkable caution shown by the Japanese in waiting for the effective sealing of Port Arthur to big ships, and the advance of their Yalu army, before engaging in an operation which they must have long contemplated. The interesting question from a naval point of view now is whether the Russians will attempt to interfere with the Japanese transports, risking all in a determined attack with destroyers and torpedo-boats, or will their torpedo fleet remain passively at Port Arthur to be ignominiously captured when that fortress falls in due course. What course Nelson would have followed under similar circumstances we cannot doubt when we remember his orders whilst in charge of the defence of our coast against the threatened French invasion in 1801, a long memorandum on the course to be adopted by our flotillas concluding as follows:—"Whatever plans may be adopted, the moment the enemy touch our coast, be it where it may, they are to be attacked by every man afloat and on shore. This must be perfectly understood—never fear the result." Probably the Japanese will again follow the precedent of 1894, and secure a better base at Talienwan Bay, which affords many bays and coves where stores can be landed without difficulty, some of which are not likely to be adequately defended against land attack.

Admiral Sir Cyprian Bridge, the late Commander-in-Chief on the China Station, arrived at Queenstown on the 9th ult. In an interview he said that the recent Japanese victories showed undoubtedly that the Japanese navy was very highly and efficiently manned by able and well-trained officers and men. Alluding to the controversy on large battleships, Admiral Bridge pointed out that he had never said that a large type of battleship was not to be commended. He was of opinion that if battleships were built of a medium size they would be of more service.

CORRESPONDENCE.

PORTUGUESE AND PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

Canton, 7th June.

SIR.—Looking at the number of patients admitted into the Infectious Diseases Hospital at Hongkong during 1903 suffering from plague, one cannot help being struck by the very small number of Portuguese attacked by the dread disease. I have not the figures of the last census at hand, but I believe I am not wrong in stating that the Portuguese greatly outnumber the European community.

Of the latter 27 were admitted against only 3 of the former, and against 55 of nationalities other than Chinese—a remarkable fact which cannot be accounted for by better feeding and healthier surroundings, since the Portuguese, taking the community as a whole, have more limited means, and are more poorly housed than the Europeans. It will be very interesting to trace the cause of their immunity, almost complete, from a disease which respects no race or nationality.—Yours, &c.

SANITAS.

[Our correspondent is mistaken in his supposition that the Portuguese greatly outnumber the European community. According to the last census returns (1901) the Europeans and Americans in the Colony other than Portuguese numbered 3,860, while the number of Portuguese was 1,356. There still remains, however, a most noteworthy difference in the ratio.—E.D.P.]

AN INQUIRY.

TO THE EDITOR OF THE "DAILY PRESS."

6th June, 1904.

SIR.—Can you give me any information about a certain "Yun Ngoy Hospital," Yau-mat? A well-dressed Chinaman brought me a written subscription form, which stated that the directors of the above hospital among other things "serve out tea to those who care to partake of it," and begging for funds to carry on the good work. As no directors' names were mentioned, and my Chinese interpreter had never heard of such an institution, I wondered whether the numerous firms whose names appear as subscribers were being victimised, or whether the Yun Ngoy Hospital is really worthy of the support of Europeans and Chinese.—Yours, etc.

INQUIREE.

[We have not been able to learn that a hospital bearing this name exists.—E.D.]

GERMAN EMPEROR WIRES TO SHANGHAI.

The following telegram was despatched from Shanghai by the German Consul-General:—

Shanghai, 29th May, 1904.

To His Majesty, Berlin.

"Yesterday afternoon, under the auspices of the German Navy League of Shanghai, as also a wider circle, including the children of the German school, the commissioning of your Majesty's river gunboat took place. Great enthusiasm was expressed for what had been accomplished by the German Navy League. A representative gathering of Germans, especially of those connected with commerce and shipping, was held at the German Consulate-General, who took the opportunity to give expression of their allegiance and gratitude for the gracious interest taken in them by your Majesty.—KNAPPE."

His Majesty telegraphed the following reply:—

"To the assembled Germans present at the commissioning of my river gunboat, I desire to convey the Imperial thanks for the expression of allegiance transmitted to me."

WILHELM, I. R.

PAKHOI.

June 4.

THE ACTING BRITISH CONSUL.

Mr. and Mrs. G. W. Pearson arrived here on the 24th ult. Mr. Pearson has assumed the charge of the British Consulate, while Mr. M. Hughes, who had come from Hoihow on the 9th ult. to await the arrival of Mr. Pearson to hand over to him the charge of the Consulate, left on the 2nd instant for his post in Kiangchow.

THE CUSTOMS.

Mr. Robert Henkel, examiner I. M. Customs, was transferred to Hoihow as Acting Tide Surveyor and Harbour Master vice Mr. G. A. Forsaith, who is going home on leave.

MISCELLANEOUS.

Pastor Witt, of the Kiel Mission here, accompanied by Mrs. Witt, Misses (2) and Master Witt, left on the 2nd instant on furlough.

The German man-of-war *Tiger* left the port on the 21st ult., after two days' stay.

RUSSO-JAPANESE WAR FUND.

(1) Providing additional comforts in hospital treating all sick and wounded from the War.

(2) In aid of the families of Japanese killed in the War.

Mr. J. E. M. Smith, the Hon. Treasurer, begs to acknowledge with thanks the following subscriptions—for either (or both) of the above objects, as indicated on the subscription lists.

Already acknowledged ... \$36,271.86
H. E. General V. Hutton, C.E. ... 100
Germichael & Clarke ... 100
H. Jackson ... 25
L. S. Lewis ... 10

\$36,506.86

The Federal Government has purchased the Canada Eastern Railway, situated in the province of New Brunswick, and will operate it as a branch of the Inter-Colonial Railway. The price is stated to be \$800,000 dols. (£160,000). The line, which is 136 miles long, was built by Gibbons, the big lumberman, in association with Messrs. Vanworts and Jardine, of Liverpool.

SUPREME COURT.

Wednesday, 8th June.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND CAPTAIN BART TAYLOR (MARINE ASSESSOR).

A COLLISION CASE.

Judgment was delivered in the case in which the Tak Hing firm sued Lo Cheuk and Chau Shan for \$5,000, being damages sustained by the plaintiffs by reason of the negligent navigation by the defendants' launches *Cheong Lee* and *Kwong Loi* respectively belonging to them, whereby the plaintiff's cargo-boat No. 381 was sunk in Hongkong Harbour on 21st October last. Mr. M. W. Shale, barrister-at-law (instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, solicitors) appeared for the plaintiffs; Hon. H. E. Pollock, K.C., barrister-at-law (instructed by Mr. O. D. Thomson, solicitor), for the *Kwong Loi*; and Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. P. Paget Hott, solicitor, of Mr. G. K. Hall Brutton's office), for the *Cheong Lee*.

His Lordship said that he would not reserve judgment because it seemed to him to be a very clear case. There was no doubt that the collision occurred somewhere between the shore and the bow—somewhat to the east of the bow—of the *Stanley*. One launch, the *Cheong Lee*, was going from Yau-mat to the Pak On pier, and the other launch, the *Kwong Loi*, which had the cargo-boat lashed to it, was going out on a course, which was very clearly shown by looking at the relative position of the *Stanley* and the pier. She was going past the bow of the *Stanley*; the tide and wind were coming from the East, and all she wanted to do was to round the *Stanley*. The two boats were going along a course by which one would have to cross the other, and it was quite clear that the *Kwong Loi* had the *Cheong Lee* on her starboard side. That being so it was the duty of the *Kwong Loi*, under article 19, to have kept out of the way of the *Cheong Lee*, if she could do so. Now, it was quite clear that the *Cheong Lee* kept on her course, herring, of course, any little deviation caused by junks, cargo-boats, etc., as it was obvious that in a crowded harbour these would be necessary, until immediately before the collision occurred, when she starboarded her helm to come round to avoid, as far as possible, the full effect of the collision. There was nothing to prevent the *Kwong Loi* from doing her duty, that was to port her helm and go under the stern of the *Cheong Lee*. All she had to do was to have ported her helm, which would not have taken her at all out of her course, but would have taken her under the stern of the *Cheong Lee*, as she should have gone. The coxswain of the *Kwong Loi* said that if the *Cheong Lee* had not caught him they would have crossed over the *Cheong Lee*'s bows, as they were trying to do. It was quite clear that he caused the collision. It seemed to him that the whole occurrence was clearly accounted for by the *Kwong Loi* neglecting to port, which she might have done with the greatest of ease, and gone under the stern of the other ship. It was alleged that there was a cargo-boat in the way of the *Kwong Loi*, thus preventing her from porting her helm. On the evidence His Lordship found that that was not so. The cause of the collision was quite clear and plain. The *Kwong Loi*, with the cargo-boat lashed to her, was too intent on running ahead of the *Stanley* to bother herself to take proper precautions to avoid the other boat. She caused the collision and she was to blame.

A verdict for the plaintiffs was delivered, with a rider attached to the effect that the *Cheong Lee* was not to blame, but that the *Kwong Loi* was liable for damages to the plaintiffs. The cost of the action to the plaintiffs and to the other side to be borne by the *Kwong Loi*. The question of the amount of damages was referred to the Registrar.

Mr. Sharp asked for leave to apply to the Court for his costs in the event of the other side refusing to pay them, and this was granted.

POLICE COURT.

Wednesday, 8th June.

BEFORE MR. H. H. J. GONPERTZ, (ACTING POLICE MAGISTRATE.)

STOWAWAYS FROM JAPAN.

Two men and six women were charged with stowing away on the s.s. *Courfield* at Kutching.

Captain Marter, the master, gave evidence; and it transpired that the stowaways had been put into a tank, where they remained for four days before being discovered by the captain, food in the meanwhile having been passed down to them by the sailors.

The stowaways said they had been put on board by a man who made arrangements with the sailors, and they paid \$50 each for their passages.

His Worship fined the two men \$100 each and the six women \$5 each.

Fourteen Chinese seamen, including the bosen and bosen's mate, were then charged with aiding and abetting the stowaways. They tried to put the blame on a European quartermaster, saying they had been afraid to tell.

Four of the defendants were fined \$100 each and the remainder \$20 each.

DYNAMITE AND ARREST.

A Chinese fisherman arrested for having dynamite and detonators without flying a red flag on his boat offered the constable a bribe of \$1.

For the first offence he was fined \$20, and for the second he was sentenced to six weeks' imprisonment.

ALLEGED ROBBER DISCHARGED.

A man was charged with armed robbery.

Complainant, a Chinese woman residing at Hunghom, gave evidence that some nights ago she was rudely awakened by

a noise from the roof. Shortly afterwards the roof was broken open and four men with blackened faces jumped into the house. One of them had a revolver and the others were armed with knives. The robbers assaulted her, threatened her, and took clothing and valuables worth \$15. Some days later she observed defendant in a store, and pointed him out to a constable.

His Worship thinking the evidence sufficient to warrant conviction dismissed the case.

PICKPOCKET AT THE KOO SING THEATRE.

Two Chinese men were sitting side by side at the Koo Sing Theatre, one of them being very well dressed in native costume. After a short while the latter was about to leave when the other discovered that his pocket had been picked. He promptly gave an alarm and the district watchman smartly arrested the thief who, as it happened, had stolen \$1.10.

Prisoner was sentenced to 15 days' imprisonment and six hours' stocks.

ALLEGED TICKET SNATCHING.

A man was charged with snatching a ticket. An emigrant who gave evidence went to the Harbour Office to get a pass to go to Singapore.

Afterwards, as he was walking down the street with a ticket in his hand, a man snatched it and ran, and he was prevented from giving chase by four or five others. In the evening, however, he spotted his man and pointed him out.

The defendant was given the benefit of a doubt and discharged.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

DUST-MEN FINED.

A Conservancy contractor charged with allowing one of his boats to remain at Kennedy Town wharf, was fined \$48.

Another contractor was charged on account of one of his boats absenting itself, with the result that rubbish on the wharf caused a nuisance. He was fined \$50.

OPPIUM.

There were several cases of illicit opium, various fines being imposed. One man was fined \$100 or two months' imprisonment, and another case of alleged forging the Opium Farmer's label has come before the Court.

THEFT FROM THE R.C. CATHEDRAL.

For stealing banana leaves from the R.C. Cathedral grounds a Chinaman was sentenced to seven days' hard labour.

PIGS NEAR THE RESERVOIR.

Twelve Chinamen charged with keeping pigs at Taitan were fined 50 cents each.

ANOTHER DESCENT ON REFJRM LITERATURE.

The Grand Council, the *Peking* and *Tientsin Times* says, has recently issued a circular letter to all viceroys, governors and high officials generally pointing out that booksellers and publishers in the South have lately been actively circulating books and magazines of a seditious character, such as "The Reformation of China," "The Awakening of China," "The New Kwangtung" and "New Hunan," "The Freedom of China," "The Soul of China," "The Wonders of the Twenty Dynasties," "The Reformation of the People," the most recent publication being "Manchuria at the head of New China." In reading such books the people cannot fail to have their feelings stirred and their imagination excited, and if such writings are sanctioned the general peace of the country will be seriously threatened. All this is not only contrary to Chinese law, but opposed to international laws also, and the Grand Council therefore orders the circulation of such works to be strictly prohibited in every province. If the educated officials and people (from the Chinese standpoint) will combine to render their circulation impossible, the harm done by their seditious tone will be insignificant. The Grand Council further demands that in the event of any of the above named books being in the possession of officials and high class people, they will immediately destroy them, and if after this warning they find any booksellers selling the same privately or publicly, their property must be confiscated, and those guilty of purchasing and reading them must be arrested and imprisoned. If any students are found to read such books not only must they be punished, but the Directors of the school, also.

TANJONG PAGAR DOCK CO.

DIRECTORS' REPLY TO MR. ANDERSON.

The Consulting Committee of the Tanjong Pagar Dock Co. have replied from London to Mr. John Anderson's recent attack. The letter winds up as follows:—

So far as can be discriminated, Mr. Anderson's chief grievance is the Consulting Committee, and he hangers for its abolition. But the circumstance which called that body into being—namely, that the great bulk of the proprietors are in this country—exists in as marked a degree to-day as it did then, and, until that position has reversed itself, the shareholders, however much they might wish to change its present personality, would make a great mistake to dispense altogether with such a salutary control over their property. It is apparently an offence in Mr. Anderson's eyes for a commercial company to be run mainly for the benefit of its shareholders, and as far as can be made out, he seems to consider it almost wrong that shareholders, far more deeply interested in the enterprise than he is, should be solicitous about the steadiness of their returns from it. Mr. Anderson is vehement for sweeping changes, not only as regards the Committee but in the Board itself, and has no patience with anyone questioning his judgment as to what is best for his fellow-shareholders. His attitude, in fact, is only consistent with aspirations towards sole directorship, but the general body of the shareholders will probably take the view the Committee do, that any greater concentration in hands otherwise fully occupied is against the forward interests of the Company.

MANILA NOTES.

CHINAMAN WINS HIS CASE.

The Hawaiian-born Chinaman, who claimed to be an American citizen, has been admitted into the islands. This important test case has been before the Court for some time.

CORPUS CHRISTI.

On Corpus Christi a parade started from the cathedral at 5.30, went down Calle Palaro, along Calle Victoria to Calle Solana and returned to the cathedral by Calle Santo Tomas. Thousands joined in it. During the early hours of the evening the streets were lined with worshippers wending their way to the evening exercises, and the thoroughfares were blocked for several hours. In this connection it might be stated that not only the religious festival is remembered, but thirty-one years ago on that day the islands were visited by one of the most disastrous earthquakes known in the archipelago's history. The old cathedral which stood on the site of the present structure was completely destroyed. Hundreds of people lost their lives in the terrible catastrophe. The earthquake occurred between three and four o'clock in the afternoon as services were in progress in the cathedral. The falling of the cathedral killed hundreds, among them many padres, and hundreds were killed in other portions of the city.

THE CITY OF MANILA.

Governor Taft's report for 1903 contains some items particularly interesting to Hongkong on account of the similarity of many existing circumstances:—During the year about 150 buildings were condemned and ordered to be removed. Much has been done in the way of repairs to streets, widening streets, and giving the city a modern cleaning every day. Of course the absence of the sewerage system entails very heavy expense in the introduction of the pail system. The falling-off of the population (the city of Manila between 1900 and 1903 from 220,000 to 221,500, as shown by two censuses, is not inexcusable. In 1900 there was much disturbance throughout the country, and the insurrection had not ceased in many parts. The effect of the insurrection upon those who were wealthy or who had money enough to come into Manila was very marked, and they fled to Manila as a place of refuge. As so on, however, as conditions became more tranquil they went to the country, so that the reduction in the population of Manila is a significant evidence of the tranquillity of the provinces. The introduction and maintenance of a modern fire system and a metropolitan and native police force, and of an effective street-cleaning gang are all shown in the report of the city. There is considerable doubt as to what ought to be done about taking down the walls of the walled city of Manila and how the open spaces in the city ought to be improved.

There are in the city itself and in the environs of the city great opportunities for beautifying the landscape, and it is hoped that in time the city of Manila will be made the handsomest city in the Orient. Improvements are expensive, however, and must be accordingly slow.

Manila is interlarded with what are called esteros, small creeks or arms of the sea that are useful for navigation and that are now made the vehicle for much of the deleterious sewage of the town. The rise and fall of the tide assists in carrying off the sewage, but the fall of the tide exposes the mud and filth of the bottom to the sun in such a way as probably to produce illness. The ultimate hope of the introduction of the sewerage system into the city is that the esteros not useful for navigation may be filled, and that those which are useful for navigation may be, as the term is, canalized, that is, dredged out and have their banks walled so that the coming and going of the tides shall only cleanse the water without exposing the filthy bottom. A comprehensive sewer system would take much away from the esteros and would leave them to discharge only the useful function of cheap transportation.

EMPIRE-GROWN COTTON.

The growth of cotton within the Empire, remarks the *London Globe*, will receive a wholesome stimulus from the discussion in the House of Commons on the subject last night, and especially from the speech of the Colonial Secretary. The subject was alluded to as a pressing one in the King's Speech at the opening of the session, and the House has now committed itself by a unanimous vote to a resolution setting forth that it is the duty of the Government to encourage the production of cotton in Africa, and to co-operate as far as it can with the commercial associations formed to promote the industry. It is hardly necessary now to enlarge upon the vast importance of the enterprise. The fact that through our unfortunate dependence upon one source of supply the Lancashire working men are estimated to have lost £3,000,000 in wages in less than six months is proof sufficient, if any were needed, that we have not moved in the matter too soon. It will not escape attention, either, that according to Mr. Lyttelton the consumption is increasing so fast in America that the whole product of the United States will soon be required at home. Happily, as Mr. Lyttelton went on to show, we have ample resources of our own, which are being rapidly developed, with every prospect of complete success. Allice in Rhodesia, in Central Africa, and in West Africa, experiments have been made which prove the suitability of climate and soil for the cotton plant, and these are being watched carefully and sympathetically by the Colonial Office, and will be aided as far as possible. As the Colonial Minister observed, the co-operation of the Government will necessarily mean very considerable expenditure, but the money will be well laid out. It would be false economy of the most pernicious kind to starve at the outset an undertaking which is of such vital consequence to the Empire.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

or Amateur, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Four Doors East of Hongkong Hotel)

183

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO.

55a

SHIPPING NOTES.

WEATHER.

The s.s. *Siam* from Shanghai reports S.W. by winds and cloudy with light rain throughout.

The *Trichow* on her passage from Bangkok experienced fine weather.

MISCELLANEOUS.

The s.s. *Shanghai* arrived from Saigon yesterday with 2,000 tons of rice for Messrs. Butterfield and Swire. The *Tuichow* from Bangkok brought 1,450 tons for the same consignees.

The s.s. *Oscar II.* arrived from Moji yesterday with 4,000 tons of coal for the Mitsui Bussan Kaisha.

The s.s. *Choy Sang* arrived from Shanghai yesterday. Included amongst her cargo is 121 cases of cartridges, necessitating her anchoring off Stone-cutters Island.

STEAMER MOVEMENTS.

The steamer *Catherine Apear*, from Calcutta, left Singapore for this port yesterday morning.

The Indo-China steamer *Namsang* left Calcutta for this port via the Straits on the 5th inst., and may be expected here on the 22nd inst.

The O. & O. steamer *Gaelic* left Shanghai for San Francisco via Nagasaki, &c., this morning.

The steamer *Sagami* left New York on the 2nd inst.

The C.P.R. steamer *Athenian* left Vancover on Monday, the 6th inst., p.m., for Hongkong via the usual ports of call.

The O.S.S. & C.M. steamer *Kinloch* left Singapore on the 7th inst., and is due here on the 12th inst.

AN EXTRAORDINARY OCCURRENCE.

The *Morven*, *Gairloch*, *Labuan*, *Zilla*, *King Robert*, *Vernon*, *Woodbridge*, and *Nordpal*, that recently arrived at Bombay from Calcutta, all came into port on fire. They arrived in so dangerous a condition that each had to be moored clear of the shipping. While endeavouring to play the hose on the fire on the s.s. *Woodbridge*, the coal piled up in the hold collapsed, and one of the crew, a European, was so badly scalded that he had to be removed to hospital, where he died on the following day.

THE N.Y.K.

The Hongkong Office of the Nippon Yusen Kaisha send us the report and accounts of the 28th half-yearly general meeting, held at Tokyo on the 27th ult. The gross profits of the Company for the past half-year amount to Yen 2,882,169, out of which there has been paid:—

Depreciation	Yen 741,589.9
Insurance Fund	225,042.1
Structural Repair Fund	446,239.0

Yen 1,412,931.1

leaving a balance of Yen 2,471,177, including Yen 1,001,939, brought forward from the last account. The directors now propose that Yen 73,461 be added to the reserve fund, raising it to Yen 1,987,515, and that Yen 71,355 be allowed as directors' and auditors' fees. From the remainder the directors recommend a dividend at the rate of ten per cent, together with two per cent as special dividend, thus making twelve per cent, per annum, which will absorb Yen 1,320,000. The balance, Yen 1,006,357, will be carried forward to the next account.

The s.s. *Siam*, from Shanghai yesterday, reports that on the 7th inst. she passed the little Admiralty tug *Alexandria*, steaming on her journey to Weih-wei.

NAVAL NOTES.

All hope of saving the Chinese cruiser *Haitien* is practically abandoned. Attempts have been made to pump out some of her compartments, but the ground gained at low tide has been lost again with the rise of the water, and no permanent advance has been made.

An order has been issued to the effect that in the U.S. Navy the "Star Spangled Banner" shall be played at sunset "colours" instead of "Hail Columbia," as formerly. This seems to be the final official recognition of the fact that the American people have taken "The Star Spangled Banner" for their own and made it their national anthem.

The new gunboat built in Shanghai, which has been set up at the Pasig Iron Works, has sailed for the Cottobato river, and will be used by General Wood in operations against the Moros on the river. She is 60 feet long, 11 feet 6 inches beam, and draws about six feet of water. Her speed will be 10½ knots. A sister boat was shipped to Mindanao lately, in sections which will be set up under the supervision of a representative of the builders, on the lake.

TRADE MARK.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building.)

Hongkong, 18th February, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED

WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BLATBY and HINGHLYFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and a so the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, CODES: A.R.O., 6th Ed. Lieber's.

P.O. Box, 38. Telephone No 12.

NEW ADVERTISEMENTS

WANTED TO RENT.

TENNIS GROUND on the Robinson Road level. Must be cheap. State terms to—

"TENNIS."

Care of Daily Press Office. [1455]

Hongkong, 9th June, 1904.

NO Toilet Requisites are Complete without these Soaps—
PLANTOIR FLOUQUET SOAP. Guaranteed made from Fruit and Flowers and to contain no Animal Fat. It is most soothing and refreshing to Delicate Skins.

STAR LIGHT SOAP. Pure and Economical, agreeably highly perfumed, and a Perfect Toilet and Nursery Soap; also CEDAR, GLYCERINE, and TAIL SOAP.

Now on show.
H. RUTTONJEE,
No. 5, D'Aguiar Street,
or
36 to 38, Elgin Road, Kowloon.
Hongkong, 9th June, 1904. [1456]

WANTED.

By a Gentleman, LESSONS in ENGLISH. State terms to—
U.
Care of Daily Press Office.
Hongkong, 9th June, 1904. [1457]

WANTED.

DOCTOR for about one month for service on a Cable Steamer. Apply at once to—
SUPT.
Eastern Extension Telegraph Co.
Hongkong, 9th June, 1904. [1458]

TO LET.

OFFICE To let facing Alexandra Buildings, Ground Floor.
Apply—
A. P. C.
Care of Daily Press Office.
Hongkong, 9th June, 1904. [1459]

OPENING OF AQUATIC SEASON.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong at the CLUB ENCLOSURE, Austin Road, Kowloon, on SATURDAY, the 11th inst., at 4.30 p.m. Sharp.
The Secretary's Launch will leave Blake Pier sharp at 4 p.m. to convey Spectators and Competitors.
Entrance Fee: Non-Members, 50 cents.
HAROLD C. AUSTEN,
Hon. Secretary.
Hongkong, 9th June, 1904. [1460]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ."
OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf at Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-day, the 8th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 14th instant, at 9.30 a.m.
All Claims must reach us before the 19th instant, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, BREMEN.
MELCHERS & CO.,
Agents.
Hongkong, 8th June, 1904. [1461]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR."
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th instant.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 10th inst.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th June, 1904. [1462]

RUINART PERE & FILS, REIMS

Established 1719,
CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal)
LAUT'S WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [1264]

INTIMATIONS

THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY

FOR A FEW NIGHTS ONLY.

FANNY STANLEY'S COMIC OPERA & DRAMATIC COMPANY.

25 ARTISTES. 25 ARTISTES.
GRAND OPENING NIGHT—
TO-NIGHT (TUESDAY), JUNE 9th:
The Delightful Comic Opera in 3 Acts,
"DOROTHY."

TO-MORROW (FRIDAY), JUNE 10th:
The Great Adelphi Nautical Drama in 5 Acts,
"HARBOR LIGHTS."

SATURDAY, JUNE 11th:
Emotional Drama in 5 Acts,
"EAST LYNNE."

Miss FANNY STANLEY in her Grand Impersonation as Lady Isabel and Madame Vine.

MONDAY, JUNE 13th:
Comic Opera,
"LA MASCOTTE."

TUESDAY, JUNE 14th:
Comic Opera, "MIKADO," in its Entirety.

WEDNESDAY, JUNE 15th:
Comic Opera,
"THE NAUTIC GIRL."

All New Scenery and Costumes.
Prices 3, 2 & 1 Dollars.
Plan Now Open at ROBINSON PIANO COMPANY.

Doors Open 8.30. Overture 9 a.m.
Late trains will run after each performance, also Launch for Kowloon. Representative, T. Empson.

Hongkong, 4th June, 1904. [1420]

WANTED.

By an English Speaking Chinese Gentleman, a SITUATION as PRIVATE SECRETARY and INTERPRETER to English or American Tourists travelling in China or elsewhere. Modest salary. Best references.
Apply to—
T. C.
Care of Daily Press Office.
Hongkong, 16th May, 1904. [1250]

WANTED.

RELIABLE ASSISTANT (Male or Female) wanted to take Charge of Department in General Store.
Apply to—
L. K.
Care of Daily Press Office.
Hongkong, 8th June, 1904. [1446]

WANTED.

By a Gentleman, LESSONS in GERMAN, one hour a day, 7 to 8 a.m. State terms.
Apply to—
B.
Care of Daily Press Office.
Hongkong, 13rd June, 1904. [1410]

AMOI ENGINEERING CO., LD. AMO Y

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [1450]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900.

MAIL TABLES

FOR
1904.

Mounted on Card ... 30 cents
Paper ... 20 cents

On Sale at the Daily Press Office.
Hongkong, 5th March, 1904

PUBLIC COMPANIES

THE CHINA LIGHT & POWER COMPANY, LIMITED.

THE THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, THIS DAY (THURSDAY), 9th JUNE, 1904, at 11.30 a.m., for the purpose of receiving Statement of Account, and the Report of the General Managers for the year ending 25th February, 1904, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 6th, to THURSDAY, 9th JUNE, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 9th June, 1904. [1377]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE.

PREFERENCE SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING to be held in the COMPANY'S OFFICE, No. 13, Beaconsfield Arcade, on MONDAY, the 13th JUNE, 1904, at 4 p.m., to discuss the scheme of reconstruction.

By Order of the Board of Directors.
A. R. LOWE,
Acting Secretary.
Hongkong, 7th June, 1904. [1438]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the OFFICES of the COMPANY in ALEXANDRA BUILDINGS, on WEDNESDAY, the 15th of JUNE, 1904, at 11 a.m., when the subjoined resolution which was passed at an Extraordinary General Meeting of the Company held on the 31st of May, 1904, will be submitted for confirmation as a Special Resolution.

RESOLUTION.
That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the creation of Thirty Thousand New Shares of Ten Dollars each.
By Order, **A. H. MANCCELL,**
Secretary.
Hongkong, 31st May, 1904. [1383]

NOTICES OF FIRMS

NOTICE.

FUKUZO SANO having from the 1st June, 1904, purchased the business of **M. MUMEYA,** Photograph Gallery, 2nd Floor, 8a, Queen's Road Central, All Debts due to and by **M. MUMEYA** up to the 1st June, 1904, will be received and paid by **M. MUMEYA,** and the business will be continued by **FUKUZO SANO** under the same style of "M. MUMEYA."
FUKUZO SANO.
Hongkong, 4th June, 1904. [1418]

NOTICE.

COKE AND TAR.
THE HONGKONG & CHINA GAS CO. beg to notify the public that Messrs. **KUNG HING & CO.,** 474, Des Voeux Road West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said Agents-direct.
GEORGE CURRY,
Local Secretary.
Hongkong, 8th June, 1904. [1447]

A. S. WATSON & CO., LIMITED.

THE REGISTERED OFFICE of the above Company has This Day been REMOVED to ALEXANDRA BUILDINGS, DES VOEUX ROAD, 2ND FLOOR.
A. H. MANCCELL,
Secretary.
Hongkong, 23rd May, 1904. [1317]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP CO., and FOWLEAT CO'S OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Clatter Road.

A. S. MIHARA,
Manager.
Hongkong, 29th May, 1904. [1239]

INDO-CHINA STEAM NAVIGATION COMPANY, LD.

APPLICATION has been made to the General Managers of this Company to issue to RUSSO-CHINESE BANK of Hongkong duplicate certificates of 200 shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz.

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SHIPPING.

ARRIVALS.

June 7, PERA, British str., 4,416, A. L. Valentini, Yokohama 5th June, General—P. & O. S. N. Co.

June 8, AVENUE, German str., 611, A. P. Ullrich, Pakhoi 5th June and Hoihow 7th, General—JERRES & Co.

June 8, CHONGKONG, British str., 1,424, Roop, Shanghai and Swatow 7th June, General—JARDINE, MATHESON & Co.

June 8, FOOSHING, British str., from Canton.

June 8, HAILAN, French str., 377, L. Andersen, Pakhoi and Hoihow 6th June, General and Pass—A. R. MARTY.

June 8, KWANTUNG, Chinese str., from Canton.

June 8, KWEIANG, German str., from Canton.

June 8, LYNN, German str., from Canton.

June 8, M. STEVEN, German str., 966, P. Brandt, Tamsui 5th June, Amoy 6th and Swatow 7th, General—OSAKA SHOSHEN KAISHA.

June 8, OHLAND, Norwegian str., from Canton.

June 8, OSCAR II., Norwegian str., 2,000, R. Olson, Moji 2nd June, Coal—MITSUBI BUREAU KAISHA.

June 8, PRONTO, German str., 622, Leppl, Amoy 6th June, Ballast—HAMBURG-AMERIKA LINE.

June 8, SAGAMI, German str., 4,700, R. Pesch, Japan, Shanghai and Foochow 7th June, Mail and General—MELCHERS & Co.

June 8, SATSUMA, British str., 2,691, W. Chubb, Amoy 6th June, General—DODWELL & Co.

June 8, SIAM, British str., 992, Robt. Binn, Shanghai 4th June, Ballast—GEO. Mc BAIN.

June 8, STENTON, British str., 1,408, C. Jackson, Liverpool 30th April, General—BUTTERFIELD & SWIRE.

June 8, TACHIBANA, German str., 862, H. Albers, Bangkok 1st June, Rice—MELCHERS & Co.

June 8, WOODSUNG, British str., 1,109, Wm. Dowson, Shanghai 3rd June, General—BUTTERFIELD & SWIRE.

DEPARTURES.

8th June.

Enma, Lyden, German str., for Kwangchowwan.

Hanoi, French str., for Hoihow.

Kueiyong, British str., for Nippon.

Telungka, British str., for Saigon.

DEPARTURES.

8th June.

1. FOGHANISTAN, British str., for Japan.

CHANGHIA, British str., for Australia.

HUP, French str., for Hainan.

JOHANN, German str., for Saigon.

KWANGTUNG, Chinese str., for Canton.

NYRSDALE, British str., for Moji.

PERA, British str., for London.

SAT-UMA, British str., for New York.

SEYDLITZ, German str., for Shanghai.

SHANSHI, British str., for Shanghai.

TEAN, British str., for Manila.

TERRETER, Norwegian str., for Bangkok.

TRIUMPH, German str., for Coast Ports.

WOODSUNG, British str., for Canton.

VESSELS IN DOCK.

8th June.

ABERNETHY DOCK.—Ararigua.

KWANTUNG DOCK.—U.S.S. Wisconsin, Hong-U.S.S. Panther, H.I.G.M.S. Tsingtau, U.S.S. Wilmington, U.S.S. Decatur, U.S.S. Barry, U.S.S. Chamway, Malindi.

CORNWALL DOCK.—Hepscing, Chingco.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINE.

FOR SHANGHAI.

(Taking Cargo at through rates to TSINGTAU).

THE Steamship.

"LYEEMOON."

Captain Th. Lehmann will be despatched for the above port TO-DAY, the 9th inst., at 3 P.M.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 6th June, 1904. [1427]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"GREGORY APCAR."

Captain J. G. Olfert, will be despatched for the above ports TO-DAY, the 9th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSON & CO., LD., Agents.

Hongkong, 7th June, 1904. [1371]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LENDHORN and GENOA, also VENICE and TRIESTE, all MEDITERREAN, ATLANTIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.

(Taking Cargo at through rates to PERIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"CAPRI."

Captain Belsito, will be despatched as above TO-MORROW, the 10th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 1st June, 1904. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

YOKOHAMA AND KOBE VIA MOJI.

THE Steamship.

"AUSTRALIAN."

Captain McArthur, will be despatched for the above ports TO-MORROW, the 10th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A daily qualified Surgeon and Stewardess are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 8th June, 1904. [1450]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	J. M. Montford	P. & O. S. N. Co.	18th inst., at Noon.
LONDON & ANTWERP	AGAMEMNON	Brit. str.	...	BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP	YANGTZE	Brit. str.	...	BUTTERFIELD & SWIRE	5th July.
LONDON & ANTWERP	KINTUCK	Brit. str.	...	BUTTERFIELD & SWIRE	19th July.
LONDON & ANTWERP	MOYUNE	Brit. str.	...	BUTTERFIELD & SWIRE	2nd Aug.
MAIRSELLES, LONDON & ANTWERP	BENMOIR	Brit. str.	Webster	GIBB, LIVINGSTON & CO.	About 11th inst.
MAIRSELLES, &c., VIA PORTS OF CALL	AUSTRALIAN	Brit. str.	Verron	MESSAGERIES MARITIMES	14th inst., at 1 P.M.
MAIRSELLES, HAVRE & COPENHAGEN	P. MARIE	Dan. str.	Berentzen	MELCHERS & Co.	6th July.
BREMEN, VIA PORTS OF CALL	ZIETEN	Ger. str.	B. Wilhelm	MELCHERS & Co.	22nd inst., Noon.
HAVRE, BREMEN & HAMBURG	SEGOWIA	Ger. str.	Furek	HAMBURG-AMERIKA LINE	14th inst.
HAMBURG DIRECT	BATAVIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINE	28th inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	von Hoff	HAMBURG-AMERIKA LINE	6th July.
HAVRE & HAMBURG	C. FRED LAEISZ	Ger. str.	Reorden	HAMBURG-AMERIKA LINE	10th Aug.
HAVRE & HAMBURG	BADENIA	Ger. str.	Miltzaff	HAMBURG-AMERIKA LINE	23th Aug.
TRIESTE, &c., VIA SINGAPORE, &c.	BAMBERG	Ger. str.	Cobol	SANDER, WIELER & Co.	22nd inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	VINDOONA	Aus. str.	...	BUTTERFIELD & SWIRE	15th inst.
GENOA, MARSEILLES & LIVERPOOL	KEEMUN	Brit. str.	...	BUTTERFIELD & SWIRE	25th July.
NEW YORK, VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.	...	DODWELL & Co., LD.	About 9th inst.
NEW YORK, VIA SUEZ CANAL	SENCE	Brit. str.	...	STANDARD OIL CO.	About 14th inst.
DURBAN	COURTVELD	Brit. str.	Martin	GIBB, LIVINGSTON & CO.	About 18th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	...	CANADIAN PACIFIC R. CO.	22nd inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	...	CANADIAN PACIFIC R. CO.	30th inst.
VICTORIA (B.C.) & SEATTLE VIA NAKI, &c.	SEKOR	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	10th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	TRAMONT	Brit. str.	...	BUTTERFIELD & SWIRE	28th inst.
PORTLAND, OREGON	ARAGONIA	Brit. str.	Schmidt	PORTLAND & ASIATIC CO.	14th inst.
AUSTRALIAN PORTS	CHINGTO	Brit. str.	...	BUTTERFIELD & SWIRE	5th July.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SARDINIA	Brit. str.	C. C. Talbot	P. & O. S. N. Co.	About 10th inst.
YOKOHAMA & KOBE VIA MOJI	AUSTRALIAN	Brit. str.	McArthur	GIBB, LIVINGSTON & CO.	To-morrow, Noon.
KOBE	CHINGTO	Brit. str.	...	BUTTERFIELD & SWIRE	16th inst.
SHANGHAI	LYEEMOON	Ger. str.	Th. Lehmann	SIEMSEN & Co.	To-day, at 3 P.M.
SHANGHAI	CHANGCHOW	Brit. str.	...	BUTTERFIELD & SWIRE	11th inst.
SHANGHAI	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	About 16th inst.
FOOCHOW, VIA SWATOW & AMOY	TIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	22nd inst., 10 A.M.
TAMSUI, VIA SWATOW & AMOY	M. STRUYE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	12th inst., 10 A.M.
TAMSUI, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	19th inst., 10 A.M.
SWATOW, VIA SWATOW & AMOY	KANSU	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
SWATOW, CHEFOO & TIENSIN	RUBI	Jap. str.	R. W. Garlick	SHAW, TOMES & Co.	20th inst.
MANILA DIRECT	TEMONT	Brit. str.	T. W. Garlick	DODWELL & Co., LD.	11th inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	A. Fraser	SHAW, TOMES & Co.	About 13th inst.
CEBU & ILOILO	SUNGKIAN	Brit. str.	...	BUTTERFIELD & SWIRE	18th inst., 10 A.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	Spiesen	MELCHERS & Co.	To-morrow.
SINGAPORE, PENANG & CALCUTTA	G. APCAR	Brit. str.	J. G. Olfert	DAVID SASSON & Co., LD.	Quick despatch.
BOMBAY, VIA SINGAPORE & PENANG	CAPEI	Ital. str.	B. Gito	CARLOWITZ & Co.	To-day, at 3 P.M.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAO, LABAD DATU, LABUAN AND ZAMBOANGA.

THE Company's Steamship

"BORNEO."

Captain Spiesen, will be ready to load for the above ports on TUESDAY, the 7th inst.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 6th June, 1904. [1432]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including 1st and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Capt. Wm. Robinson, of 188 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd ... 1.50

Mens ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [75]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Comedious Steamer

"PAUL BEAU."

Captain Franguel, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAY and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN."

Captain Melin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... \$0.80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to

J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central.

Hongkong, 23rd March, 1904. [420]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Mens, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 147, Connaught Road Central.

Hongkong, 15th March, 1904. [27]

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR

TAMSUI, VIA SWATOW

AND AMOY

ANPING, VIA SWATOW

AND AMOY

TAMSUI, VIA SWATOW

AND AMOY

FOOCHOW, VIA SWATOW

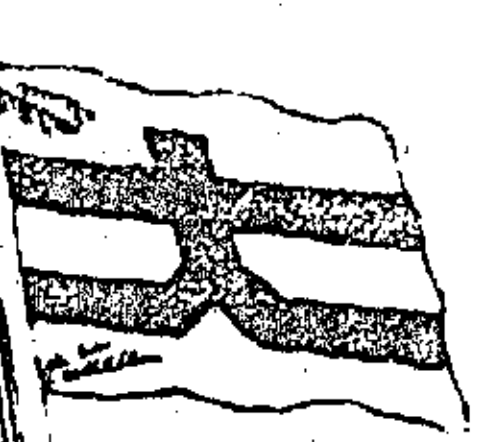
AND AMOY

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 9th June, 1904

T. ARIMA, Manager [15]



PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

STEAMERS

TO SAIL

REMARKS.

YOKOHAMA, VIA SHANGHAI

HAIR, MOJI AND KOBE

(Passing through the Inland Sea)

SHANGHAI

LONDON, &c.

For further Particulars, apply to

Hongkong, 30th May, 1904.

E. A. HEWETT, Superintendent. [7]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, UPERLO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

SEGOWIA ... HAVRE, BREMEN and HAMBURG

(Calling at Singapore, Penang and Colombo) ... On 14th June. Freight.

BATAVIA ... HAMBURG DIRECT

(Calling at Singapore, Penang and Colombo) ... On 23th June. Freight.

NURNBERG ... HAVRE and HAMBURG

(Calling at Singapore, Penang and Colombo) ... On 6th July. Freight.

C. FRED LAEISZ ... HAVRE and HAMBURG

(Calling at Singapore, Penang and Colombo) ... On 26th July. Freight.

BADENIA ... HAVRE and HAMBURG

(Calling at Singapore, Penang and Colombo) ... On 10th Aug. Freight.

BAMBERG ... HAVRE and HAMBURG

(Calling at Singapore

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KINTUCK"	On 12th June.
GLASGOW and LIVERPOOL	"KEEMUN"	On 25th June.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW and LIVERPOOL	"DARDANUS"	On 14th July.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES and LIVERPOOL	"TEENKAI"	On 15th June.
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.
LONDON and ANTWERP	"YANGTZE"	On 5th July.
* GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 25th July.
LONDON and ANTWERP	"MOYUNE"	On 2nd August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"STENTOR"	On 10th June.
	"OANFA"	On 17th July.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th May, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	* "SUNGKIANG"	On 10th June.
SHANGHAI	* "CHANGCHOW"	On 11th June.
KOBE	* "CHINGTU"	On 18th June.
SWATOW, CHEFOO and TIENTSIN	* "KANSU"	On 20th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* "CHINGTU"	On 5th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th June, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"SATSUMA"	9th June.
"RICHMOND CASTLE"	24th June.
"ST. FILLANS"	30th June.
"LOWTHER CASTLE"	31st July.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 7th June, 1904.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

The Steamship

"BENMOHR,"

Captain Webster, will be despatched as above on or about the 11th June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th May, 1904.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904,

at 1 P.M., the Company's Steamship

"AUSTRALIAN," Captain Veron, with

Mails, Passengers, Specie and Cargo, will

leave the Port for MARSEILLES via Ports

of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon

only on Monday, the 13th June. Specie, and

Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd June, 1904.

NATAL LINE OF STEAMERS.

The Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

South Africa, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSEL ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN,
SUERZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA"

Captain Cobol, will be despatched as above on

WEDNESDAY, the 22nd June, P.M.

For information as to Passage and Freight

apply to

SANDER, WIELER & CO.,
Agents.
Princes Building.
Hongkong, 28th May, 1904.

IMPERIAL KWANGTUNG LOAN OF 1895.

WHEREAS the BONDS issued for the

IMPERIAL KWANGTUNG LOAN

of 1895 provide that "Liabilities contracted

under the terms of this Loan are payable to

bearer. Should this Bond be destroyed by fire

or flood, the holder shall report the number of

the Bond to the office of the Commissioner of

Customs and obtain and deposit the guarantee

of a substantial firm and shall make advertise-

ment in the newspapers. If after the due date

for payment, the Bond of this number shall not

have been presented for payment, the said firm

and the original holder may claim payment of

the principal and interest accruing under this

lost Bond. If at any subsequent date this

Bond be presented for payment, the original

guaranteeing firm shall be required to pay over

the full amount due. In default the firm shall

be fined double that amount. The proceeds of

such fines shall be paid over to the Shan Hon

Chu for public purposes. And the Bond also

provides that on the due date for the payment

of each instalment of principal and interest the

Bond must be presented at the Customs Office

for examination and payment. The Commis-

sioner of Customs shall on each occasion call off

and retain one of the eleven coupons annexed.

When after six years the full amount of

principal and interest shall have been paid off

the whole Bond shall be cancelled."

AND WHEREAS the final instalment for

repayment of the loan was issued by the

Kwangtung Government on Kwang Hsi 26th

year 12th moon 10th day (29th January, 1901),

and because at once available for repayment of

principal and interest upon presentation of the

Bonds with the lost coupons attached, and

AND WHEREAS there are at date still

outstanding and unpaid one bond with eleven

coupons attached, one bond with ten coupons

attached, three bonds with five coupons attached,

forty-eight bonds with two coupons attached,

and nineteen detached coupons, or a total of

151 coupons, all of which have been reported as

lost (or stolen).

AND WHEREAS there are still outstand-

ing and unpaid one hundred and one other

coupons regarding which no report has been

received.

NOTICE IS HEREBY GIVEN that any

of the outstanding coupons under the Imperial

Kwangtung Loan of 1895 which shall call be

presented to the Office of Customs at Canton

for verification and payment on or before

Kwang Hsi 30th year 6th moon 29th day (the

tenth day of August, 1904), will be forfeited

and will not be further recognised, and

FURTHER that any application for repay-

ment of Bonds or coupons reported to have

been lost or stolen shall be accompanied by

a guarantee in a form approved by the

Commissioner of Customs. Notice of the

application shall be advertised at the applicant's

expense for three months in such way and at

such intervals as may seem advisable to the

Commissioner of Customs, and if no objection

is made before the expiration of the three

months, the amount claimed may then be paid.

This Notification is issued on behalf of the

Kwangtung Provincial Authorities without

personal responsibility to the undersigned.

R. DE LUCA,
Acting Commissioner of Customs.
Custom House,
Canton, 6th January, 1904.

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THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

[410]

Sanitas
Unequaled
Purifying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous, non-irritating, and for
general use is thoroughly effective.
It completely disinfects the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a stronger
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
faculty for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
apply the most efficient fumigant for the
destruction of insects. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

**MARTIN'S
APIOL & STEEL
PILLS**

A French Remedy for all Irregularities. Thousands of
ladies keep a box of Martin's Pills in the house, and at the
first sign of any irregularity of the System a timely dose may
be administered. These pills are the most recommended by the
medical faculty. They are sold in all chemists and druggists, and
the following is a list of the principal ones.

SOLE AGENTS: SOUTHERN CROSS, ENGLAND.

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, COREA, INDO-CHINA SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHER- LANDS INDIA, PHILIP- PINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY

AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the

ports and cities of the Far East, from Nether-

lands India to Siberia, in which European reside.

Not only is the Directory as full and complete

in each case as it can be made, but each Colony,

Port, or Settlement is prefaced by a DESCRIPTION

of the place, its History, Topography, &c., &c.

The Information in these Descriptions, con-

sisting of a hundred interesting articles, packed

with facts and figures, is of the highest value,

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